

ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #0004917 **OFFICE** Design Policy & Support
STP00-0004-00(917)
Liberty County **DATE** 7/19/2010
SR 119 Airport Road
From US 84 To SR 196 in Hinesville

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED CONCEPT REPORT

Attached is the approved Revised Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Bobby Hilliard, State Program Delivery Engineer
Genetha Rice-Singleton, Program Control Administrator
Glenn Bowman, State Environmental Administrator
Kathy Zahul, State Traffic Engineer
Ron Wishon, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Glenn Durrence, District Engineer
Karon Ivery, District Utilities Engineer
Paul Liles, State Bridge Engineer
Angela Robinson, Financial Management Administrator
Angela Alexander, State Transportation Planning Administrator
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Bradford Saxon, District Preconstruction Engineer
Matt Bennett, Project Manager
BOARD MEMBER - 1st Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

REVISED PROJECT CONCEPT REPORT

Project Number: STP-0004-00(917)

County: Liberty

P. I. Number: 0004917

Federal Route Number: None

State Route Number: SR 119

The revised concept includes the changing of the inside lanes to 11-foot width, a 20-foot median, 5-foot sidewalk on the east side and a road realignment from Station 199+00 to 210+00. These changes were identified in the implementation of Value Engineering Study Alternatives dated January 19, 2010 as cost savings for the project.

Submitted for approval: (Submit to "Concept Reports" in Outlook)

DATE 6-15-10

[Signature]
Design Consultant Name and Firm Name (if applicable)

DATE 6-14-10

[Signature]
Local Government (if applicable)

DATE _____

Design Phase Office Head (if applicable)

DATE _____

Office Head (Project Manager's Office)

DATE _____

Project Manager

Recommendation for approval:

DATE 6/17/2010

Glenn Bowman *
State Environmental Administrator

DATE _____

State Bridge Design Engineer (if applicable)

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 7/5/2010

Angela Alexander *
State Transportation Planning Administrator

* Recommendation on File. KICF

REVISED PROJECT CONCEPT REPORT

Need and Purpose: The need for this proposed project is to improve mobility in Liberty County and accommodate increasing travel demand in the area. SR 119 is an important link between the two major thoroughfares in the area, US 84 and SR 196, both of which are multi-lane facilities. SR 119 provides a vital connection in the roadway network surrounding Hinesville and Fort Stewart. Traffic volumes on SR 119 are approaching congested conditions and are expected to more than double by the 2030 design year.

Recent collision data indicates that the while the collision rates are slightly below the statewide average for Urban Minor Arterials, the injury rate along SR 119 is higher than average. SR 119 provides access to four separate school sites between US 84 and SR 196 and is a designated Liberty County bicycle route. The existing two-lane roadway does not provide accommodations for bicyclists or pedestrians near any of the schools.

The purpose of this project is to increase roadway capacity to accommodate rising volumes, improve roadway alignments and intersection configurations to improve safety, and to provide accommodations for all roadway users, including bicyclists and pedestrians.

Project location: Project STP-0004-00(917) Liberty County is the proposed widening of SR 119 from intersection of US 84 through State Route 196. The project will accommodate anticipated residential and commercial growth. The proposed project length consists of Approx. 3.3 miles along State Route 119.

Description of the approved concept:

Project STP-0004-00(917) consists of the widening of SR 119 in Liberty County. The project proposes to widen SR 119 from the intersection of US 84 to SR 196 on 200 feet of proposed right of way. SR 119 would be widened from an existing 2 lane facility to a 4 lane divided roadway. The southern terminus is the intersection of SR 119 and US 84. Within the project area, SR 119 is functionally classified as a minor urban arterial.

The length of the proposed project is approximately 3.30 miles. The typical section will consist of two - 12 foot lanes in each direction with a 24 foot raised grassed median. There will be a 17 foot outside shoulder with 2.5 feet of curb & gutter and a multi-use pathway on the west side. The east side shoulder will consist of 2.5 feet of curb & gutter and a 6 foot sidewalk for a total width of 13 foot.

The widening of SR 119 is identified and included in the Liberty County Transportation Improvement Plan, which was adopted in October, 2005

PDP Classification: Major X Minor

Federal Oversight: Full Oversight (), Exempt (X), State Funded (), or Other ()

Functional Classification: Minor Urban Arterial

U. S. Route Number(s): N/A

State Route Number(s): SR 119

Traffic (AADT) as shown in the approved concept:

Base Year: Current Year: (2006) 9,100

Design Year: (2030) 20,100 to 20,900

Updated traffic data (AADT):

Base Year: (2015) 11,000

Design Year: (2035) 22,000

Approved Programmed/Schedule:

P.E.: 2005 R/W: 2011

Construction: 2014

VE Study Required Yes (X) No ()

Benefit/Cost Ratio N/A

Is the project located in an Ozone Non-attainment area? Yes () No (X)

Is the project in a PM2.5 Non-Attainment area? Yes () No (X)

If yes to either, provide a comparison between the proposed project concept and the conforming plan's model description. Include such features as project limits, number of through lanes, proposed open to traffic year, etc.

Approved Features: <ul style="list-style-type: none"> <u>Typical section:</u> The approved concept report, previously revised on December 12, 2006 proposes to widen SR119 to provide two 12-foot lanes in each direction divided by a 24-foot median with a 17-foot shoulder including 2.5-foot curb and gutter and a 10-foot multiuse path on the west side and a 13-foot shoulder including 2.5-foot curb and gutter and a 6-foot sidewalk on the east side. 	Proposed Features: <ul style="list-style-type: none"> <u>Typical section:</u> The alternative proposes to construct a 12' outside lane, and an 11' inside lane, 20' raised earthen median throughout the project, and a 5' wide sidewalk along the east side of the project. <u>Modified alignment from Station 199+/- to Station 210+/-:</u> The alignment for this section will be modified to reduce residential relocation. The alignment will move closer to the existing roadway on the east increasing the impact to wetlands; however, these wetlands are not considered pristine. The alignment will reduce the right-of-way R/W needed and the resulted displacements on the westside.
Reason for Change: Changes are necessary to conform with recommendations from value engineering study conducted on November 17, 2009.	
Potential Environmental Impacts Of Proposed Revisions: The proposed revisions will reduce the project footprint by approximately 2.8 acres. This footprint reduction will also reduce the total wetland impacts; however, the impacts to Jurisdictional Wetland 27 will increase. Discussions between the value engineering team and the office of Environmental Services indicated this impact would not be considered significant. There are no anticipated environmental effects as a result of these revisions. Have Proposed Revisions been reviewed by Environmental Staff? Yes (X) No ()	
Environmental Responsibilities (studies/documents/permits): Liberty County / Thomas & Hutton	

Updated Cost Estimate	
Base Construction	\$ 8,912,510.78
Fuel Adjustment	\$ 456,024.14
Right-of-Way	\$ 8,000,000.00
Utilities (reimbursable)	N/A
Utility Contingencies	N/A
Environmental Mitigation	\$ 24,900.00

Recommendation: Liberty County and the Engineer of record, Doyle D. Kelley, Jr., P.E. of Thomas & Hutton recommend the proposed revisions to the concept be approved for implementation.

Attachments:

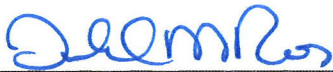
1. Sketch Map,
2. Cost Estimate,
3. VE Implementation Letter
4. Typical Sections

Exempt projects

Concur: _____


Director of Engineering

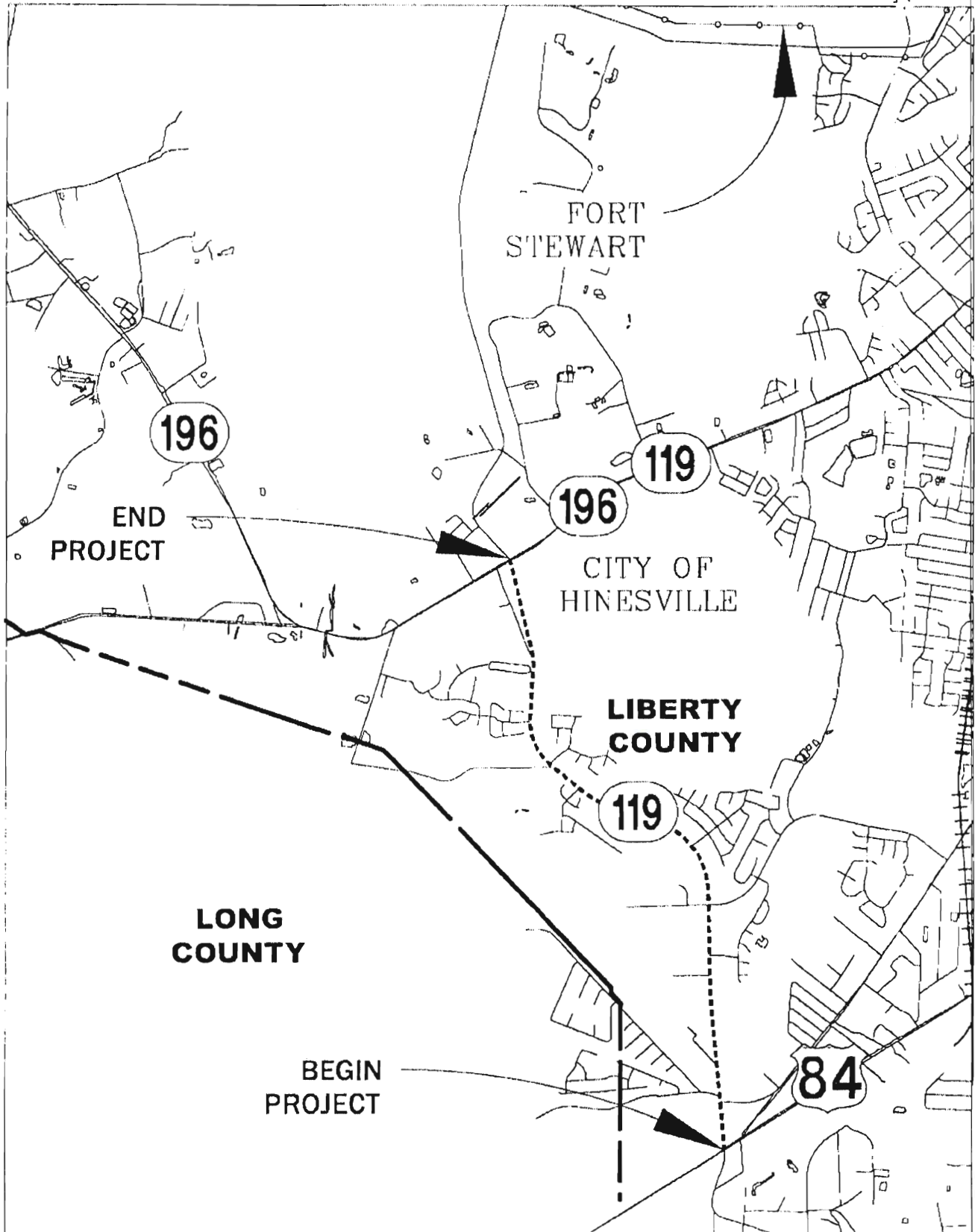
Approve: _____


Chief Engineer

Date: _____

7/16/2010

SR 19 WIDENING AND RECONSTRUCTION
STP-0004-00(97)
PI NO 0004917



PROJECT MAP

Estimate Report for file "004917"

Section Signing & Marking					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	310	SF	22.0	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	6820.0
636-1033	1060	SF	25.0	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	26500.0
636-2070	2875	LF	12.0	GALV STEEL POSTS, TP 7	34500.0
652-5451	56000	LF	0.4	SOLID TRAFFIC STRIPE, 5 IN, WHITE	22400.0
652-5452	73400	LF	0.4	SOLID TRAFFIC STRIPE, 5 IN, YELLOW	29360.0
652-6501	43500	GLF	0.2	SKIP TRAFFIC STRIPE, 5 IN, WHITE	8700.0
653-0120	110	EA	82.0	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	9020.0
653-0170	31	EA	93.0	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	2883.0
653-1502	2715	LF	0.7	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	1900.49
653-1704	930	LF	5.0	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	4650.0
653-1804	2675	LF	3.0	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	8025.0
653-6004	1230	SY	3.75	THERMOPLASTIC TRAF STRIPING, WHITE	4612.5
653-6006	720	SY	3.5	THERMOPLASTIC TRAF STRIPING, YELLOW	2520.0
654-1001	84	EA	4.0	RAISED PVMT MARKERS TP 1	336.0
654-1003	710	EA	5.0	RAISED PVMT MARKERS TP 3	3550.0
Section Sub Total:					\$165,777.00

Section Roadway					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	750000.0	TRAFFIC CONTROL -	750000.0
153-1300	1	EA	75000.0	FIELD ENGINEERS OFFICE TP 3	75000.0
163-0232	50	AC	296.37	TEMPORARY GRASSING	14818.5
163-0240	10	TN	144.95	MULCH	1449.5
163-0300	10	EA	922.27	CONSTRUCTION EXIT	9222.7
165-0010	35000	LF	0.43	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	15050.0
171-0010	17500	LF	1.33	TEMPORARY SILT FENCE, TYPE A	23275.0
201-1500	1	LS	350000.0	CLEARING & GRUBBING -	350000.0
205-0001	23000	CY	3.18	UNCLASS EXCAV	73140.0
206-0002	75000	CY	3.79	BORROW EXCAV, INCL MATL	284250.0
207-0203	6525	CY	37.37	FOUND BKILL MATL, TP II	243839.24
310-5080	95000	SY	11.03	GR AGGR BASE CRS, 8 INCH, INCL MATL	1047849.99
402-1812	2000	TN	59.06	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	118120.0
402-3121	19250	TN	53.81	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1035842.5
402-3130	11700	TN	59.93	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	701181.0
402-4514	9800	TN	101.65	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL POLYMER-MODIFIED BITUM MATL & H LIME	996170.0
413-1000	22125	GL	1.73	BITUM TACK COAT	38276.25
441-0018	350	SY	34.56	DRIVEWAY CONCRETE, 8 IN TK	12096.0
441-0104	30220	SY	23.65	CONC SIDEWALK, 4 IN	714703.0
441-6022	34740	LF	11.58	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	402289.2
441-6740	32000	LF	10.76	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	344320.0
446-1200	1300	SY	1.89	PVMT REINF FABRIC FULL WIDTH, TYPE 2	2457.0
634-1200	50	EA	85.92	RIGHT OF WAY MARKERS	4296.0
641-1200	100	LF	14.57	GUARDRAIL, TP W	1457.0
641-5001	1	EA	750.0	GUARDRAIL ANCHORAGE, TP 1	750.0
641-5012	1	EA	2275.35	GUARDRAIL ANCHORAGE, TP 12	2275.35
700-6910	100	AC	669.78	PERMANENT GRASSING	66978.0
700-7000	60	TN	52.05	AGRICULTURAL LIME	3123.0
700-8000	60	TN	400.19	FERTILIZER MIXED GRADE	24011.4
Section Sub Total:					\$7,356,240.65

Section Traffic Signal					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
639-4004	16	EA	5407.03	STRAIN POLE, TP IV	86512.48
647-1000	4	LS	44083.11	TRAFFIC SIGNAL INSTALLATION NO -	176332.44
647-2120	20	EA	390.46	PULL BOX, PB-2	7809.2
Section Sub Total:					\$270,654.12

Section Drainage					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	9800	LF	29.26	STORM DRAIN PIPE, 18 IN, H 1-10	286748.0
550-1240	3800	LF	35.55	STORM DRAIN PIPE, 24 IN, H 1-10	135090.0
550-1300	6700	LF	41.22	STORM DRAIN PIPE, 30 IN, H 1-10	276174.0
550-1360	700	LF	49.38	STORM DRAIN PIPE, 36 IN, H 1-10	34566.0
550-1420	700	LF	70.32	STORM DRAIN PIPE, 42 IN, H 1-10	49223.99
550-2180	300	LF	22.42	SIDE DRAIN PIPE, 18 IN, H 1-10	6726.00
550-4118	8	EA	446.73	FLARED END SECTION 18 IN, SIDE DRAIN	3573.84
550-4218	23	EA	451.98	FLARED END SECTION 18 IN, STORM DRAIN	10395.54
550-4224	15	EA	555.85	FLARED END SECTION 24 IN, STORM DRAIN	8337.75
550-4230	6	EA	728.2	FLARED END SECTION 30 IN, STORM DRAIN	4369.20
550-4236	1	EA	934.91	FLARED END SECTION 36 IN, STORM DRAIN	934.91
550-4242	2	EA	1310.46	FLARED END SECTION 42 IN, STORM DRAIN	2620.92
603-2018	225	SY	33.69	STN DUMPED RIP RAP, TP 1, 18 IN	7580.24
603-7000	225	SY	3.32	PLASTIC FILTER FABRIC	747.0
611-8050	3	EA	805.28	ADJUST MANHOLE TO GRADE	2415.84
668-1100	130	EA	2112.84	CATCH BASIN, GP 1	274669.2
668-4300	8	EA	1958.32	STORM SEWER MANHOLE, TP 1	15666.56
Section Sub Total:					\$1,119,839.01

Total Estimated Cost: \$8,912,510.78

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-0004-00(917) Liberty **OFFICE:** Engineering Services
P.I. No.: 0004917
SR 119/Airport Road from US 84 to SR 196 **DATE:** January 19, 2010

FROM: Ronald E. Wishon, Project Review Engineer *REW*

TO: Brad Saxon, PE, District Pre-Construction Engineer - Jesup

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held September 28 – October 1, 2009. Responses were received on November 17, 2009. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.


ALT #	Description	Potential Savings/LCC	Implement	Comments
RD-1	Construct a five lane section	\$830,099	No	Future development for 6500 residential units and 1.8 million sf of commercial/retail space has been approved for this area. Growth is expected to continue, and traffic projections are expected to increase over 24,000 vpd. The County's current transportation plan includes the design and construction of projects to eliminate five lane sections by installing medians.
RD-2	Use 12 ft outside, 11 ft inside travel lanes	\$269,401	Yes	This will be done.
RD-3	Use 20 ft raised median in lieu of 24 ft raised median	\$144,935	Yes	This will be done.
RD-4	Use a 5 ft sidewalk in lieu of a 6 ft sidewalk on the east side of the project	\$99,545	Yes	This will be done.
RD-7	Modify alignment from Sta. 199+00 to Sta. 210+00 to reduce residential displacements	\$1,342,241	Yes	This will be done.

RD-11	Re-align Hardman Road	Design Suggestion	No	Realigning Hardman Road to an angle closer to 90 degrees would add additional pavement to both sides of the roadway. The plans maintain the existing angle of intersection for Hardman Road, and that angle meets GDOT design requirements for the intersections. Shaw Road would continue to require realignment to provide full access to the intersection if Hardman Road was realigned.
RD-14	Provide access to airport	Design Suggestion	No	The existing airport will not be in use at the time this project will be constructed. There is no need to provide access.
RD-15	Outfall the individual inlets in wetland areas	\$72,178	No	Many of the existing crossings are placed in areas that contain sumps that spill over into the wetlands when full. The outfalls have been placed in the areas closest to the low point of the sumps. By allowing each pipe to outfall at an individual location, it would be necessary to ditch through the wetlands to obtain grades to provide positive drainage. As a result, this would create further adverse impacts to the wetlands.

Additional information was provided on December 15, 2009 and January 19, 2010.

The results above reflect the consensus of those in attendance and those who provided input.

Approved:


Gerald M. Ross, PE, Chief Engineer

Date:

1/20/10

REW/LLM

Attachments

STP00-0004-00(917) Liberty
Implementation of Value Engineering Study Alternatives

P.I. No. 0004917
Page 3

c: Ben Buchan
Bobby Hilliard/Mike Haithcock/Matt Bennett
Dennis Odom/Keith Stewart
Will Murphy/Bryan Czech/Brian Ray
Nabil Raad
Lisa Myers
Matt Sanders

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE	STP00-0004-00(917) Liberty County Widening SR119/Airport Road fm US84 to SR196 P. I. No. 0004917	OFFICE	Jesup, Design
		DATE	1/19/2010
FROM	Matt Bennett, Project Manager		
TO	Ronald E. Wishon, State Project Review Engineer Attn: Lisa Myers		
SUBJECT	Value Engineering Study Responses		

Reference is made to the recommendations that were contained in the Value Engineering Study Final Report dated October 16, 2009 for the above referenced project. Our responses are as follows:

Recommendations:

1. Idea RD-1; Construct a 5 lane section

The original design calls for construction of a four lane facility divided by a 24' raised earthen median.

This recommendation would replace the original design footprint of the roadway with a five lane flush median section throughout the project. This would allow the existing pavement to be overlaid in areas of alignment shifts and other areas that would be removed due to the construction of the raised median. In addition, this section also reduces the overall footprint of the roadway by 10' in comparison to the divided section.

The total potential savings if accepted is \$830,099.00.

➤ **VE Recommendation RD-1 is not accepted.**

Access control: Originally, future estimates of population and land uses were made in coordination with the Liberty County Consolidated Planning Commission, Fort Stewart representatives, and GDOT officials. Based on reports provided by these representatives, growth is expected to continue despite information that the current White House Administration has lessened the anticipated Fort Stewart troop activities that were originally planned. There are several new developments in various stages of design and construction that will impact the projected traffic throughout the corridor, including a school along the edge of the Fort Stewart property and multiple residential and commercial units along the roadway. With these developments, the current projections are expected to increase from its original projections to over 24,000 vehicles per day. One of the developments in the area is 2,690 acres Independence development. This development is

currently approved for over 6500 residential units (single-family and multi-family) and 1.8 million square feet of commercial/retail space. Much of this traffic will utilize 15th street and travel down SR 119 to access US 84. As the population continues to grow (expected to double in this area by 2030), it is expected that the projected traffic totals will exceed the totals required by GDOT to safely maintain a five-lane section. Based on this information, Liberty County has stated that their current transportation plan includes the design and construction of projects to remove five lane sections by installing raised medians throughout the County limits.

2. Idea RD-2; Use 12' for outside lane and 11' for the inside lane

The original design calls for the construction of 2-12' lanes NB as well as SB.

The alternative proposes to construct a 12' outside lane, and an 11' inside lane on both NB and SB lanes throughout the project.

The total potential savings if accepted is \$269,401.

➤ **VE Recommendation RD-2 is accepted.**

3. Idea RD-3; Use a 20' raised median vs. 24' raised median

The current plan consists of a four lane highway divided by a 24' raised median throughout the corridor of the project.

This recommendation reduces the overall width of the median to 20' or by 2' per side for the length of the project. This change would provide a minor deduction earthwork totals for the project.

The total potential savings if accepted is \$144,935.

➤ **VE Recommendation RD-3 is accepted.**

4. Idea RD-4; Use a 5' sidewalk in-lieu of a 6'

The current plans provide a 6' sidewalk on the east side of the road throughout the corridor.

This recommendation would reduce the width of the sidewalk on the east side by 1' to a total width of 5' for the length of the project. This change would reduce the cost of sidewalk quantities as well as cause a reduction in right-of-way costs.

The total potential savings if accepted is \$99,545.

➤ **VE Recommendation RD-4 is accepted.**

5. Idea RD-7; Modify alignment from Sta. 199 +/- to Sta. 210 +/- to reduce residential relocations

The current plans require right-of-way from parcels along the west side of the roadway in this area. The current plan has multiple properties that will be impacted by the road widening. The result of the required right-of-way may result in proximity displacements along this area. The east side of the roadway is less developed; however, more wetlands are along this portion.

This recommendation would allow the existing pavement to be overlaid for the two SB lanes of traffic and the construction of the median and the NB lanes to occur to the east. This could increase impacts to the wetlands; however, wetlands in the area are not considered pristine.

The total potential savings if accepted is \$1,342,241.

➤ **VE Recommendation RD-7 is accepted.**

Please note that this may have an adverse affect to the project schedule.

6. Idea RD-15; Outfall individual inlets in wetland areas

The current plans show numerous piped drainage systems that outfall into wetlands at culvert pipe crossing along the project. Pipe systems in the current plan will outfall at sumps near the existing pipe crossings within wetlands.

This recommendation would reduce the amount of pipe required by allowing each inlet in wetland areas to outfall at that location instead of at an existing crossing. The length of pipe required, as well as the size of pipes used in these areas, would be minimized as a result of this change.

The total potential savings if accepted is \$72,178.

➤ **VE Recommendation RD-15 is not accepted.**

Due to grade conflict with the existing wetlands, it may not be possible to outfall at each inlet. Many of the existing crossings are placed in areas that contain sumps that after filling will spill over into the wetlands. The outfall of the road drainage has been placed in areas closest to the low point of the sump that would be necessary to drain the existing wetland crossings. By allowing each pipe to outfall at an individual location, it would be necessary to ditch through the wetlands to get the grades of the drainage structures to properly work out. As a result, this would cause further impact to the existing wetlands.

Design Considerations:

1. Idea RD-11; Re-align Hardman Road

The current plan realigns Shaw Road with Hardman Road to create a four way intersection that will be signalized with the project. The plan maintains the existing angle of

intersection for Hardman Road which meets GDOT design requirements for the intersection. The angle is extended across State Route 119 and Shaw Road is realigned, using reverse curves designed for 25 mph, to tie into existing Hardman Road.

➤ **VE Design Considerations RD-11 is not accepted.**

Hardman Road maintains its current location and Shaw Road is realigned to provide full access within the intersection. The existing location of Shaw Road could not be maintained, as realigning Hardman Road to meet this location would cause a displacement at a commercial building located next to Hardman Road. Realigning Hardman Road to an angle closer to 90 degrees would add additional pavement to both sides of the roadway as Shaw Road would still require realignment to provide full access at the intersection due to the raised median to be constructed as a part of this project.

2. Idea RD-14; Provide access to airport

The current plan shows the urban shoulder to continue through the existing airport access road at the beginning of the project. This does not provide a curb cut or any access to the existing airport.

➤ **VE Design Considerations RD-14 is not accepted.**

The existing airport at this location is not and will not be in use at the time of the construction for this project. Liberty County has mentioned the possibility of a trucking school being located in the area although this plan has not been finalized.

If there are any further questions or if any additional information is needed, please contact the Project Manager, Matt Bennett at (912) 271-7404 or e-mail at mabennett@dot.ga.gov.

BH:MAH:JMB

c:

Lisa Myers
General File Unit, Atlanta
Jesup Files
Project Files

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED STATE ROUTE 119 WIDENING FROM INTERSECTION OF US 84 TO SR 196

FEDERAL AID PROJECT
LIBERTY COUNTY NO. 179
SF 00-0004-00 (917)

110114A 1022F • 102M
STATE 119111 • SR 119
P. NO. 000497



LOCATION SKETCH

DESIGN DATA 9.00 (21X6)
TRAFFIC AADT 20,500 (2035)
TRAFFIC DIV. 402
UNPLEASANT DIST 602-402
2 LANE
24 HOURS 2:50Z
SPEED DESIGN 75 MPH

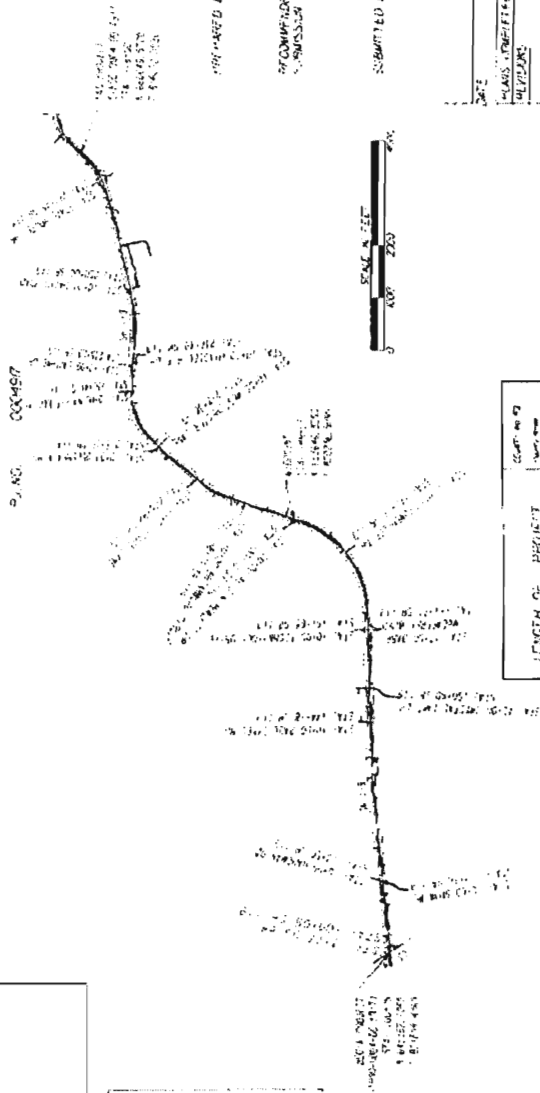
LIBERTY COUNTY, GA
LIBERTY, GA

FUNCTIONAL CLASS
INTER URBAN ARTERIAL

THIS PROJECT IS PART OF
LIBERTY COUNTY AND IS
BEING CONSIDERED

AND NO. 1022
PROJECT DESIGNATION: 1022
DESIGNED BY LIBERTY COUNTY

THE PROJECT HAS BEEN REVIEWED
AND APPROVED BY THE
LIBERTY COUNTY BOARD OF
SUPERVISORS AND THE
LIBERTY COUNTY ENGINEER



SCALE 1" = 100'

LENGTH OF PROJECT	STATIONING	FEET
NET LENGTH OF PROJECT	3,300	
NET LENGTH OF ALIGNED	3,000	
NET LENGTH OF IMPROVEMENT	3,000	
NET LENGTH OF PROJECT	3,000	
NET LENGTH OF IMPROVEMENT	3,000	



ALL PROJECTS IN THE STATE OF GEORGIA MUST BE DESIGNED IN ACCORDANCE WITH THE GEORGIA DEPARTMENT OF TRANSPORTATION DESIGN MANUAL. THE DESIGNER SHALL BE RESPONSIBLE FOR THE DESIGN OF THE PROJECT AND FOR THE ACCURACY OF THE DATA SUBMITTED. THE DESIGNER SHALL ALSO BE RESPONSIBLE FOR THE ACCURACY OF THE DATA SUBMITTED.

DESIGNED BY

DESIGN

RECOMMENDED FOR

DESIGN

SUBMITTED BY

STATE

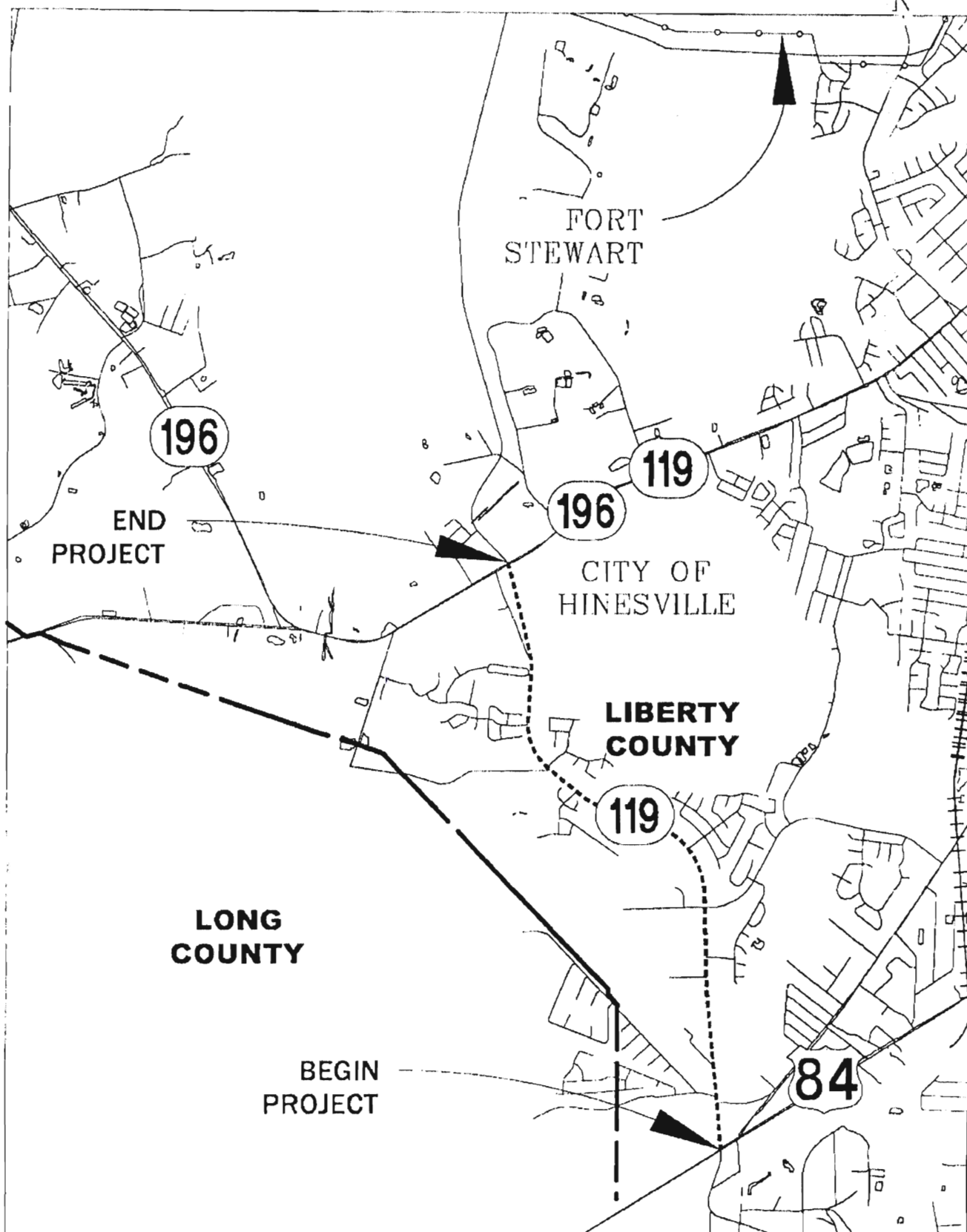
DESIGN ENGINEER

DATE

PROJECT

REVISIONS

SR 19 WIDENING AND RECONSTRUCTION
STP-0004-00(97)
PI NO 0004517



PROJECT MAP

THOMAS & HUTTON ENGINEERING CO.

50 PARK OF COMMERCE WAY

POST OFFICE BOX 2727

SAVANNAH, GEORGIA 31402-2727

TELEPHONE (912) 234-5300

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June 14, 2010

Mr. J. Matt Bennett
Project Manager
Georgia Department of Transportation
District 5 - Jesup
204 North Highway 301
Jesup, GA 31546

RE: STP00-0004-00(917), Liberty
PI# 0004917
SR 119 Widening Concept Report
QA/QC Statement

Dear Matt:

Pursuant to Georgia Department of Transportation QA/QC guidelines, this letter is to inform you that an internal QA/QC review has been completed for the referenced project.

Should there be any questions, please do not hesitate to contact our office at (912) 234-5300.

Sincerely,

THOMAS & HUTTON



Doyle D. Kelley, Jr., P.E.
Project Manager

DDK/sawr